

Major Bridge Projects (Current & Planned)

Eighth Street Viaduct Partial Reconstruction (County Bridge in Queensgate and Lower Price Hill)

The Eighth Street Viaduct is rated in "Serious" condition (condition rating of 3). Steel shoring has been installed under three piers to maintain safe operation of the viaduct until the partial reconstruction project occurs. Construction is scheduled for 2007. This project will also include the rehabilitation of the Eighth Street Bridge west of the viaduct and the Burns Street Ramp, which is a City (DOTE) bridge adjacent to the viaduct. The full project will take two years to complete. During the first construction season, 22 of the 78 existing concrete piers that support the viaduct deck will be replaced. During the second year, the viaduct deck will be fully resurfaced. The estimated construction cost for the project is \$20 million. The City has secured \$15 million in state and federal funding from the Local Major Bridge program and OKI. Of the remaining \$5 million local match needed, approximately \$3.8 million will be funded from County MRF Bridge and/or State Capital Improvement funds and \$1.2 million will be funded with City CIP Eighth Street Viaduct Rehabilitation funds. The City has entered into a Local Project Agreement to this effect with ODOT. Plans for the rehabilitation project are currently being prepared by a consultant under DOTE's direction. This project was moved ahead of the Waldvogel Viaduct Replacement project in construction sequencing because \$15 million in matching funding was secured for the Eighth Street Viaduct rehabilitation project and because the rated condition of the Eighth Street Viaduct is lower than that of the Waldvogel Viaduct. Also, the Eighth Street Viaduct project can go to construction quicker than the Waldvogel Viaduct project because it is a rehabilitation project and does not require the same magnitude of environmental and design study as does a complete replacement project.

Waldvogel Memorial Viaduct Replacement (City Bridge in Lower Price Hill)

The Waldvogel Viaduct is rated in "Poor" condition (condition rating of 4) but is safe for its posted loading of 16 tons. This is 40 percent of the legal load limit. The viaduct has been posted at this load limit since 1993. DOTE continues to perform repairs to the structure as needed to keep it operational for passenger vehicles and buses. In 2001, structural repairs were made to the viaduct at numerous hinge locations in order to prevent a further down posting of the structure. Additional repairs are scheduled for 2006. As a combination of Federal discretionary funds, ODOT Local Major Bridge project funds and OKI funds, DOTE has secured \$29.5 million or 80 percent of the estimated \$37 million construction cost for the replacement project. DOTE will continue its efforts to secure additional outside funding both for construction and for the necessary property acquisitions. Replacement plans are currently being prepared by a consultant under DOTE's direction. The proposed project was presented to the local community at a series of three community meetings and one open house meeting in spring, 2005. The proposed project was well received. The project will replace the existing, deteriorated, half-mile long structure with a combination of roadway on grade and five new, smaller ramp bridges. Roadway construction is scheduled for 2009, immediately following Eighth Street Viaduct project. Construction is expected to last two years. Preliminary railroad and utility relocation work could begin as early as 2008.

Western Hills Viaduct Rehab/Replacement (County Bridge in South Fairmount, Camp Washington and Queensgate)

The Western Hills Viaduct is currently rated in "Fair" condition (condition rating of 5). DOTE will initiate a detailed structural study of the viaduct and traffic study of the corridor in order to determine future rehabilitation/replacement needs for the viaduct and establish a project scope. Due to the size of the structure, it is expected that all rehabilitation/replacement options will exceed \$50 million. A more precise cost estimate will be established when the project scope is defined. Because of the estimated expense, state and/or federal funds will be needed to complete the project. This will extend the time required for plan development. County MRF bridge funds will be used to fund the structural study and develop rehabilitation/replacement plans. The earliest construction would start in 2011 following the Waldvogel Viaduct Replacement project.

Central Parkway over Rapid Transit Tubes – Walnut to Draper

Central Parkway over Rapid Transit Tubes – South of Hopple

(City Bridges in the CBD, Over the Rhine, the West End, CUF, and Camp Washington)

These two unused subway tube structures, which were built in 1924 and have a combined length of 2.5 miles, are rated in "Satisfactory" condition (condition rating of 6). DOTE is asking for Qualification Statements from transit experts to study the feasibility of using the tubes for their intended purpose which was light rail. If no future beneficial use is foreseen for the tubes, consideration should be given to filling the tubes in order to end the ongoing maintenance requirement. The cost to fill the tubes with a controlled density cementitious fill material is estimated to be \$20 million.